

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "E.Swain/T.Boyd" <lizboy@io.com>
Subject: 1616 tube
Message-ID: <Pine.BSI.3.94.960713083328.27887D-100000@bermuda.io.com>

Anyone interested in a type 1616 tube? I have no way to test it, but the filament shows continuity. I'll be happy to send it to anyone interested. If it tests good, would it be worth a used-but-tests-good 6L6 in exchange?

Tom
lizboy@io.com

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: 2A3
Message-ID: <m0ufCHf-0002ILC@e-tex.com>

Came across a TUNG-SOL 2A3. Checks good on my Precision 954-G. Offers?

73 de Pete WA5JCI

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: B-29 Radio Set-up
Message-ID: <199607121826.LAA23655@dfw-ix9.ix.netcom.com>

Someone asked earlier about the radios in a B-29.
I posted on this once before, so will do a "quicky"
on it this time.

The first 29s entered service in the China-Burma-India theater in mid 1944. Most of them I'll call "early" and the island-hoppers I'll call "late."

Individual setups varied widely with the kind of equipment available where the unit served.
These are "average" lists:

Liason Set, used to talk to base and other units:
Early used SCR-287, which was a BC-348/BC-375.
Later used AN/ARC-8, which was a BC-348/ART-13.

Command Sets, used to talk to other bombers

and with fighter escorts:

Early used SCR-274-N and SCR-522.

Later used SCR-274-N and ARC-3 or ARC-1.

Side note: Many ground-pounder units installed the command radios in their vehicles so they could coordinate with air support.

Most Korean-era 29s dropped the 274-N as plane-to-plane communications went almost exclusively VHF. One exception was the BC-453, which stayed in service for many, many years.

This doesn't count the big mix of loran, shoran, radar, altimeter, ECM and other hoo-doo magic boxes. They had a ton of them....literally. But they ain't my turf.

73 DE Dave Stinson AB5S
arc5@ix.netcom.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: john <johnmb@borg.mindspring.com>
Subject: Re: B-29 Radio Set-up
Message-ID: <2.2.16.19960712171639.39d71492@pop.ral.mindspring.com>

>Date: Fri, 12 Jul 1996 17:15:34
>To: arc5@ix.netcom.com
>From: john <johnmb@pop.ral.mindspring.com>
>Subject: Re: B-29 Radio Set-up
>
>At 01:27 PM 7/12/96 -0500, you wrote:
>>Someone asked earlier about the radios in a B-29.
>>I posted on this once before, so will do a "quicky"
>>on it this time.

Thanks Dave,

Fifi (the one the Conf. AF is flying... hell, the ONLY one still flying) is just about buck nekkid of radios... just a lonely bc348 with a bungee cord holding it down. Pretty sad.

The big console between the seats had a large logo saying "Avionics By Collins" viewable from the tunnel (where I was).

/John (from increasingly windy and wet Raleigh NC. Bertha here we come!)
wb5oau/4

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Andy Wallace <wallace@mc.com>
Subject: BA sighting, PHENOMENON
Message-ID: <9607121957.AA00751@training6>

Well, here goes again, since the original seems to have evaporated from the Net!

I saw Phenomenon the other night. (It was "okay" -- it's another John Travolta movie.) Anyway, the ham in the movie has a modern transceiver plus some old gear. In the background was a BC-something. It didn't look like a BC-348 because the main dial appeared to have white paint and it was too far to the left. There was also an old Heath wattmeter.

They got the shack right, it was a mess! But the code bugged me. The ham was listening to RTTY and PACTOR, which he called "fast Morse" and Travolta proceeds to have him reply in CW. The scene showed the actor tapping the key's Navy knob on the top and sides, making nothing but dots...

Later in the movie he send some more code, but this time the letters are correct (we don't see his hand). Why some editor thought the second message should be in proper form and not the first, who knows. Hams in general, and morse in particular, has been really WRONG in a lot of movies.

Just about the only one I can think of where they "almost" got it right was ON THE BEACH. This was the part where the sub crew investigates random code letters sent from a ship station. A sailor goes ashore to the doomed city (Los Angeles?) and reports back...I won't give away the secret. But anyway, the sound is of proper Morse and it is actually the right explanation. (I don't know if they showed the actor actually sending the real thing.) But they STILL goofed -- the ship

crew was reading off the words of the incoming message
BEFORE they were actually sent!

Funny that there's so many hams around but nobody
seems to know what we REALLY do. <grin>

Oh -- the ham in Phenomenon had a joke call: WB6QLF!!!!

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Terry Dobler <kj7f@micron.net>
Subject: Re: BA sighting, PHENOMENON
Message-ID: <2.2.16.19960712142335.3d076238@micron.net>

At 02:59 PM 7/12/96 -0500, you wrote:

snip

>. A sailor

>goes ashore to the doomed city (Los Angeles?) and

>reports back...

It was Seattle, if memory serves me one of the subs
officers was from Seattle and he went ashore to the
Naval Base and then wandered around Seattle for a
bit.

>Funny that there's so many hams around but nobody

>seems to know what we REALLY do. <grin>

>

Especially since many hams must work in the industry!

Terry KJ7F

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: BA sighting, PHENOMENON
Message-ID: <Pine.GS0.3.93.960712101602.16380A-100000@uhunix4>

On Fri, 12 Jul 1996, Andy Wallace wrote:

> Oh -- the ham in Phenomenon had a joke call: WB6QLF!!!!

Well, at least someone on the movie set had a sense of humor!

Jeff KH2PZ (ex WA6QIJ which wasn't too far away from QLF)

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Terry Dobler <kj7f@micron.net>
Subject: Re: BA sighting, PHENOMENON
Message-ID: <2.2.16.19960712143338.3d07b3a6@micron.net>

Oooopppppsssss,

I should have said "In the book, they visited Seattle." Who knows what they did in the movie. I read the book several times but never seen the movie. For more info on Nevil Shute (the books author) try this page...

<http://nyquist.ee.ualberta.ca/~dawe/shute.html>

Terry KJ7F

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: BA sighting, PHENOMENON
Message-ID: <199607122102.QAA24543@dlep1.itg.ti.com>

At 02:58 PM 7/12/96 -0500, you wrote:
>... A sailor
>goes ashore to the doomed city (Los Angeles?)

Am I the only one who remembers that it was actually San Diego?

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "Christopher A. Bowne" <radiobwn@q.continuum.net>
Subject: RE: BA sightings in "Objective Burma"

Message-ID: <199607131322.JAA29381@q.continuum.net>

>Don't forget the scene showing the "Japanese Radar". That was an SCR268 Radar with those poor guys riding the crossarms in the open. I wonder if they wore raincoats in bad weather? Don Davis

Ah-Ha! Now I know who wore those "microwave radiation proof" mesh jumpsuits I saw at the local Army-Navy store recently!

73, Chris Bowne
AJ1G
Stonington, CT
radiobwn@q.continuum.net

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "Christopher A. Bowne" <radiobwn@q.continuum.net>
Subject: RE: BA spotting, OBJECTIVE: BURMA
Message-ID: <199607131314.JAA29311@q.continuum.net>

>Toward the end there's what looks like a TCS also.

If this is the movie where Flynn is part of an advance scouting party, who are finally relieved when a big invasion happens, using glider dropped troops, the radios are SCR-284s (BC-654s). One of the few times Hollywood got the radios relatively correct!

BTW - I recall that "The Eagle Has Landed", with Donald Sutherland, had a scene showing communications with a Jeep mounted Wireless Set No. 19. Does anyone know if this movie is available on video?

73, Chris Bowne
AJ1G
Stonington, CT
radiobwn@q.continuum.net

STANDING BY FOR (NOT S0) BIG BERTHA

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: BA stuff in ID\$
Message-ID: <01I6ZRXH0KIA001JG8@ACS.EKU.EDU>

you wrote:

See-- if we get rid of CW we'll be up the proverbial creek when the
aliens
invade- we won't have any way to communicate!

-snip-

..and without BA's what equipment would you use following an occasional
nuke with EMP wiping out solid state?

73, A1 N5AIT
modsteph@acs.eku.edu
Richmond, Kentucky

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Bob Duckworth <imd@ka4ybr.netmha.com>
Subject: Re: BA stuff in ID\$
Message-ID: <199607122203.SAA06516@ka4ybr.netmha.com>

Why talking drums and semaphore of course.

Boonton 202C FM signal generator.
No manual.
Best offer.
Too big and while I like BA radios I'm not too fond of BA test equipment.

-bob

>
>
> you wrote:
> See-- if we get rid of CW we'll be up the proverbial creek when the
> aliens
> invade- we won't have any way to communicate!
>
> -snip-
>
> ..and without BA's what equipment would you use following an occasional
> nuke with EMP wiping out solid state?
>
> 73, A1 N5AIT
> modsteph@acs.eku.edu
> Richmond, Kentucky
>

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996

From: jmiller@teleteam.net (Jay H. Miller)
Subject: BA stuff in ID4
Message-ID: <v01510102ae0c2301d9af@[199.34.24.8]>

Did anybody catch any of the CW in ID4? How 'bout them keys! How 'bout the whole movie!

See-- if we get rid of CW we'll be up the proverbial creek when the aliens invade- we won't have any way to communicate!

***** ##### *****
Jay H. Miller, KK5IM Dallas, Texas
The Pocket Guide to Collins Amateur Radio Equipment
jmiller@teleteam.net
***** ##### *****

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Dave Meier <71571.1744@CompuServe.COM>
Subject: BA stuff in Movies
Message-ID: <960713203221_71571.1744_FHD49-1@CompuServe.COM>

I hope this sort of thread is OK, I like it.

I did listen to the chirpy code in ID4. It was pretty short, but was characters I copied. It didn't make any real sense, so I didn't memorize it. I always try to see if they are really using code in the movies, and they were. Amateur radio was also specifically mentioned.

I saw another movie not too long ago that had some code in it, a six-land ham call in particular. Of interest to BA types is that it came from a Hammarlund HQ receiver (a 180 I think). The operator was Ron "Opie" Howards brother Clint and the movie was "Skeeter" (no Oscars won).

And look for one called "High Frequency", a mystery involving ham radio.

Also, I have a copy of "On the Beach" in book and video, and will have to check that again for minor details.

One more remembrance. Maybe some of you saw the (early 70's?) movie "Fantastic Voyage". Donald Pleasance used bug-sent CW to communicate at decent speed. Real code, real text. Oh, and Raquel Welch, too.

Dave N4MW

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: n5off@w5ddl.aara.org
Subject: BC-348, More Stuff
Message-ID: <416359@w5ddl.aara.org>

Jerry commented on the AVC/MVC positions.

In my experience, one needs to stay on MVC if attempting to listen to SSB signals. The AVC position just won't allow it.

On the issue of who made what . . .

I have a Canadian Military BC-348, the older style with ANT Trim. The Canadians removed the original tag, and replaced it with a generic 348 tag, so I don't know who made this rig.

The tube lineup is the CCC lineup, which was used in several variants.

Q: How can I tell who made this set? I've narrowed it down to the folks who made the CCC tube lineups (see BA archive for details on tube lineups).

This set is interesting in that it was overhauled by Marconi in 1968 and is very clean in/out. It also has a Canadian stock number, which seems to be consistent with US nomenclature in that it begins with 5821 and then a nine digit code. The 5821 is used for US gear in airborne service. Do Canadian stock numbers share this convention?

73 de tom

Still Wanting: BC-348 New Condition
Keeper of Collins receiver contract data for BA.
Reply to: n5off@w5ddl.aara.org@usl.edu
Phone 318-989-3430

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: jproc@worldlinx.com
Subject: BC348 Evaluation
Message-ID: <Chameleon.4.01.2.960712211856.jproc@>

Dear BA'ers,

I finally got a chance to power up the BC348 receiver that I acquired on

July 1. The dynamotor is relatively quiet and the noise is easily masked by normal audio volume from a small speaker. As far as the inrush current on the power supply, it's a non-issue. After several power down/up cycles, my ammeter peaks at 2.2 amps when the dynamotor starts and then falls to running current of 1.9 amps. By dimming the pilot lamps, the radio only draws 1.7 amps. Absolutely NO need for a 10 amp supply as some people suggested unless the dynamotor bearings are really dirty. The increased friction might add a little more loading on the power supply but I rather doubt whether it would add less than an amp to the peak inrush current.

The 'breadboarded' power supply that I am using is a simple transformer/bridge/capacitor type and does not emit any groans when the load is switched on. I would caution using a low current, solid state power supply that employs a current overload detector. The initial load placed on the supply may cause it to go into current foldback mode thus giving little or no output. Thought I would pass on this bit of info for anyone else who needs to make an outboard power supply for their BC348. Simplicity is the key to success at times :-)

As I suspected, it's not possible to copy very weak signals on this receiver since the electrical hash produced by the dynamotor brushes is propagated within the receiver. Stronger signals easily mask the brush hash, however, my PC, at a distance of 8 feet away, interferes with the BC348. Changing the from AVC to MVC and interrupting the power input is also another non-issue. In the MVC position, it's too much trouble to constantly adjust the volume control, so I left it in the AVC position. The crystal filter and the antenna trimmer control certainly help in producing better reception.

It seems that I have developed a love/hate relationship with the tuning mechanism. I like the look and feel of it but it can get somewhat tiresome tuning from one end of a band to the other. That comes with the territory I suppose. It looks like this product review is 52 years too late, but better late than never:-)

Regards,

~~~~~  
Jerry Proc VE3FAB  
E-mail: jproc@worldlinux.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario  
~~~~~

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: arc5@ix.netcom.com (David Stinson)

Subject: BELATED "JUNK" RESULTS
Message-ID: <199607132001.NAA02399@dfw-ix12.ix.netcom.com>

I was cleaning-out some old files and found this.
God, I would lose my head if it wasn't screwed on.
I totally forgot about this. Being a daddy
does run ya ragged!
d.s.

The reponse to our "Best "Junk" Come-back"
contest was very good. The point of the contest
was to find the best one-sentence reply to that
universally-suffered insult to our treasured ironclads:

"What a bunch of JUNK!"

Not all the entries entirely fit the contest idea,
but they all have their merits so are included.
If you're not on this list, I can only say I didn't
get the email.

If you'd like to vote for your favorite,
or perhaps include a belated entry for
a later update,
please send to me, *not the list.*
Remember-- A snappy comeback to the "junk" insult.

Enjoy!
Dave Stinson AB5S/7

"HONEY, Don't think of it as junk....
think \$\$\$\$\$ & it's yours, someday!"
Robert Fowle

"But honey, think of the great
estate sale you'll have!"
Jim Dillon WL7CMQ

"Junk: Stuff we throw away.
Stuff: Junk we keep."
Jim Marrone

"Junk? What junk? It's long time
investment in antiques!!"
Dirk PA3GNR

"Junk is a Chinese boat...
this is precision equipment!"
Phil Mills

"There's no way I would sell it...,
Great Grandpa listened to
the Civil War reports on it!"
Bill Moore

"One man's junk is
another woman's alimony."
Duncan ON9CHU / GOUTY

"Junk? You would prefer I collect
19th Century farm implements?"
W7NI Stan Griffiths

"DON'T BUNK MY JUNK!"
Murray Kelly vk4aok@tmxbris.mhs.oz.au

"Junk....is good"
Henry Engstrom

"You never know when you
might NEED one of these."
De N2CQR/HI8 Bill Meara

"My junk don't NAG!"
HaPpyGuY <jfw121@duke.usask.ca>

"Yeah, but check out these biceps!"
Tony <tony@brutus.bright.net>

"Honey this ain't junk, this is inflation-fighter
stuff. I get it at 10 cents on the dollar and
wait for inflation to make it worth a dollar."
Dube Todd

Out this way we call debris
accumulation the
"Kiss of the Junk Fairy"
Marty AA4RM

"My wife said she would leave me
if I didn't get off the radio...over"
Terry Burge

"I don't consider myself a collector,
but I do have 10 DX-100's."

N2CQR/HI8 Bill Meara

"Hey Paul, this place looks
like your hamshack!"

Paul WA6OKQ

(Heard from YL:)

"You are NOT putting that
radio in MY house!"

AA9IL Mike Kana

"Mike, how many radios do you have now?
You dont listen to the ones you got..."

AA9IL Mike Kana

"Oh! You really **are**
serious about radios!"

Dick Dillman N6VS

"Honey, the dogs ears are hurting
from whatever your doing out there"

Al fritsche@msn.com

"You @#*%! The kids need shoes!"

Radiomatt@aol.com

"Boat Anchors - More pounds per watt."

Jim Evans

"Radio-active rigs glow in the dark!"

Jim W8ZR

"Boatanchors Hold Yer House

Down in a Tornado!"

Boatanchor Bob DE NA4G

"One man's junk...another man's treasure...
and my wife's biggest headache."

Guy Dragoo

"Few problems in life can't be
solved by another swap meet!"

Jim Dillon WL7CMQ

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: John Shriver <jas@shiva.com>
Subject: Re: Bird 4311 Wattmeter
Message-ID: <199607122104.RAA23932@shiva-dev.shiva.com>

Well, if they are NiCd's, all you need to know is the physical cell size. Then decide if you want ones merely as good as the original, or better.

I've had NiCd cells custom made into batteries for an HP 403B dB meter. I think it was by Batteries Plus. Decent price. You need to let them make up the batteries, as the only proper way to do it is spot-welding.

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Terry Gaiser <gaiser@lightspeed.net>
Subject: Collins S-Line Wanted
Message-ID: <31E751B8.6673@bak2.lightspeed.net>

Looking for very nice condition Round Emblem S-Line with filters and microphone.

Thank You,

Terry - N6UR

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Collins web site
Message-ID: <Pine.GS0.3.93.960712151147.19838A-100000@uhunix5>

The Collins Division of Rockwell has a new web site, which includes a history of the Collins Radio Company:
<http://www.cacd.rockwell.com>
Click on News, then History.

Jeff KH2PZ / KH6

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: DC Filament Voltage
Message-ID: <UPMAIL03.199607132222490161@msn.com>

Gang , I just read a message about using a diode and filter cap in the

filament section of a HQ-170A-vhf. ie Osc and first mixer. Now Iam no expert in electronics, but It would seem to me that if the manufacture saw a need for that , even in the 60's they would have done it. (No Offense). I would like to know if that is really just masking a power supply problem or what?

Your Friend Al
fritsche@msn.com

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Jack Ray <k4mzw@akorn.net>
Subject: For Sale....Reluctantly.....I Need the room, Really!!!!
Message-ID: <31E90B48.2DBA@akorn.net>

Hi Gang, Thanks for all those who responded and left me with the following:

| | | | |
|----------|----------|----------------------------------|-----------|
| National | NC 2-40D | Receiver with Matching Speaker | |
| | | Excellent condition. | \$ 200.00 |
| Heathkit | TX-1 | "Apache" Transmitter, has small | |
| | | rust spots on each cabinet foot. | |
| | | dial glass is missing, otherwise | |
| | | in good condition. | 175.00 |

these items DO NOT include shipping. Call me if interested.

Thanks..... Jack 770-920-0440

--
MZê

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: FRRL Hamfest
Message-ID: <Pine.ULT.3.94.960712160604.28849A-1000000@admin.aurora.edu>

Anyone going to the FRRL hamfest in Sugar Grove, IL this Sunday, I'll be there and listening on 146.49 or 145.77.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Tom.Daley@530.gigo.com (Tom Daley)
Subject: fs: tram d201a
Message-ID: <0a8_9607131406@gigo.com>

hello ba people for sale tram d201a cb ssb transceiver
in very good condition. complete with original d104
microphone and original manual. this unit works great
and has been a part of my collection for quite awhile.
\$300 or trade for very clean browning golden eagle or
browning golden eagle mark 2. thanks 73 tom

--

: Fidonet: Tom Daley 1:203/530 .. speaking for only myself.
: Internet: Tom.Daley@530.gigo.com

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Conard Murray <conard@tntech.campus.mci.net>
Subject: Halli HT32 wanted
Message-ID: <1.5.4.32.19960713144502.0067f230@tntech.campus.mci.net>

I am looking for a decent looking HT32 for a friend. He wants it to go with
a SX101. If you have one for sale send me a message at...
conard@tntech.campus.mci.net
Pickups only ok.
73 de Conard ws4s
Cookeville, TN

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Dave Meier <71571.1744@CompuServe.COM>
Subject: Hammarlund HQ-170A : hum fix
Message-ID: <960713185212_71571.1744_FHD39-3@CompuServe.COM>

My HQ-170A slowly developed a problem with hum on received signals which varied
with volume setting. I noticed it was worse on higher bands and suspected a bad
6C4 first oscillator (V12) or 6BE6 first mixer (V2). These are the two tubes
that filament voltage remains applied when the receiver is off (a separate
transformer provides this feature in the 170A).

I confirmed to my satisfaction that one of these first two stages were involved
by inserting a signal at the 3035 kc and 455 kc IF frequencies. There was no
hum.

Swapping 6BE6s between first and third mixer stages did not change the problem,
leaving only the 6C4 to blame. I had no 6C4s available to substitute. I

wondered what would happen if I substituted a DC voltage for the two tube's filaments. I lifted the filament supply wire and applied 6.3 volts DC from an external supply. No evidence of hum. I reconnected the AC to the filaments and measured it - WOW! - 7.5 volts. Too high! Maybe due to the combination of light loading on the filament transformer and my line voltage (119.5 VAC).

I then proceeded to cure both the high voltage and the hum with a simple reversible modification. (If you are mod squeamish or a purist, stop reading now.)

Don't forget to unplug the receiver before working on it!

1. Cut the wire (mine was black) supplying V2 and V12 filaments where it connects to the rear panel system socket connector pin 8. Do not disturb the wire from the filament transformer to the socket.
2. Reconnect the cut wire to unused adjacent system socket connector pin 1.
3. Connect a silicon rectifier diode between system socket connector pins 8 and 1, with the cathode on pin 1.
4. Connect a 2200 uf 16v electrolytic between system socket connector pins 1 and 7 (ground), with the capacitor positive on pin 1.
5. Reconnect the AC line cord and measure the DC voltage supplied to the two tubes. Mine came out to 6.5 volts. Close enough, and no more hum!

73, Dave N4MW

71571.1744@compuserve.com

My ca 1965 rig: HQ-170AC-VHF/HX50A/HXL-ONE/HK-1B/Ameco TX-62+VF0-621 (soon)

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996

From: "Allan Fritsche" <fritsche@msn.com>

Subject: Hammer Manuals, etc

Message-ID: <UPMAIL03.199607132153420329@msn.com>

Gang, Andy Wallace was having a problem identifying the Transformer lineup in his HQ-170. Luckily I had a good manual from (HI), Thanks Phil Mills, and was able to help him, I HOPE.

Now to the meat of this message.

It seems strange that my HQ-170-A has got block diagrams of both tube and Transformer lineups. But the W7FG manual for my HQ-145 shows only the Transformer locations and not the tubes?

Weird until I realized that the tube locations were on a decal on the back of the cover of the HQ-145 and the back of the HQ-170A.

I can see if someone painted the case and didn't mask the decals that it could be a problem.

Wonder why Hammerlund did that in their manuals, I guess they thought the receivers would be pitched in 5 years anyway, Who Knows.

Your Friend Al
fritsche@msn.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Harvey-Wells lucks out.
Message-ID: <01I704BT7KIU001W6D@ACS.EKU.EDU>

Mentioned earlier that I was tracking down a loss of grid drive in a harvey-Wells Bandmaster... In firing up the one donated to me I had to pull one of the resistors off the terminal strip in the back of the first to properly set the voltages... and found that one of the wires coming off the 10 watt wire-wound had broken. This of course is the dropping resistor which provides the B+ for the osc and multiplier stages - and once this was simply repaired the missing grid drive was found. Sometimes we luck out 8-)

73, Al N5AIT
modsteph@acs.eku.edu
Richmond, Kentucky

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "James P. Rybak" <jrybak@mesa5.Mesa.Colorado.EDU>
Subject: Help Me Identify Key
Message-ID: <Pine.SV4.3.91.960713104547.25189F-100000@mesa5.mesa.colorado.edu>

I have a key with the designation CMI-26003A on it and a U.S. Navy symbol on the bottom. It has a black crinkle finish. I was told that it is a Navy aircraft key. Can anyone verify this?

Thanks.

Jim WOKSD

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Jack Ray <k4mzw@akorn.net>
Subject: HELP... With "Boatanchors" Photos
Message-ID: <31E93326.5E0A@akorn.net>

Hi Gang; If you have bookmarks of locations where photos could be downloaded of "boatanchors" please let me know, either color or B&W.

Thanks..... Jack

--

MZê

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Lrware@aol.com
Subject: home made coils & forms
Message-ID: <960713141120_433485118@emout19.mail.aol.com>

Hi Folks;
I seem to remember reading someplace that common PVC tubing (the white stuff that comes in lots of sizes from an inch on up...) has some problems when used as a coil form material. I can't remember or find the reference.... :-(
Anybody know? Problems with dielectric constant? Anybody know what the dielectric constant for common PVC is?
Distributed capacitance? Surface leakage?
PVC pipe could be a darn handy form for winding some big inductors I need...
-Larry Ware
lrware@aol.com

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: home made coils & forms
Message-ID: <01I7127NLS5I0024AE@ACS.EKU.EDU>

...something else you might try are the hair roller forms for putting up women's hair... Have heard of its being done; do not know how well it works (or how well PVC would work either...)

73, Al N5AIT
modsteph@acs.eku.edu
Richmond, Kentucky

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: "Hal R. Waite" <halwaite@netcom.com>
Subject: HossTraders Hamfest- What is the October Date?
Message-ID: <Pine.SUN.3.91.960712114738.29339A-1000000@netcom18>

I need the date of the fall Hosstraders hamfest in New Hampshire. Thanks.

Hal K4GFI/7 halwaite@netcom.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: KEY FOR TRADE
Message-ID: <199607122241.PAA06003@dfw-ix7.ix.netcom.com>

I have an excellent-to-new condition J-37
key with the leg iron. I'd like to trade
it to one of you ground-pounder fans for
an aircraft key of the same style/era
in good-complete condition.

Thanks and 73 DE Dave Stinson AB5S
arc5@ix.netcom.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: Re: KEY FOR TRADE
Message-ID: <Pine.OSF.3.91.960712224514.9705D-100000@beall.tenet.edu>

Dave,

You have an aircraft key! The J-37 (without the leg iron) was used in
B-24s and, I assume, B-17s also. Probably most other WW-II Army Air
Force aircraft that had keys. Navy keys were different. My reference is
the "Service and Instruction Manual, Radio, B-24D Airplane" Consolidated
Aircraft Corporation, San Diego, California, November 1, 1942 edition.

Lenox, WA50VG
klccarru@tenet.edu

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Litz Wire, Can you still buy
Message-ID: <UPMAIL03.199607130013220822@msn.com>

Gang, I have saved all the Litz wire dialog in a personal folder, I guess my question is can you still buy it?

Thanks
Your Friend Al
fritsche@msn.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: "Andy Howard, WA4KCY" <102452.362@CompuServe.COM>
Subject: Re: Litz Wire, Can you still buy
Message-ID: <960713011950_102452.362_DHT51-1@CompuServe.COM>

>
> Gang, I have saved all the Litz wire dialog in a personal folder, I guess my
> question is can you still buy it?
>
> Thanks
> Your Friend Al
> fritsche@msn.com
>

Allan,

According to their catalog Antique Electronic Supply has Litz wire. They advertise it as being Litz in any event. They say that it is celanese covered and stranded so must be real honest to goodness Litz wire. All you need is a coil winder and some of that wire (10 cents per foot) and you could have a good time winding high Q coils. Look on page 25 of the current catalog. If you do not have their catalog send them a fax at 1-800-706-6789.

You haven't lived until you go into a BC-611 IF can and hook onto the coil and bring out new leads.

By the way, Litz wire was invented by Nikola Tesla but like so many of his other inventions were not patented and he did not get credit. Litz is a shortened word for Litzendraht meaning "stranded wire".

Regards,

Andy Howard, WA4KCY
Carrollton, Georgia
AMI #9

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "Hal R. Waite" <halwaite@netcom.com>
Subject: Re: Litz Wire, Can you still buy
Message-ID: <Pine.SUN.3.91.960713003228.23160A-100000@netcom9>

On Fri, 12 Jul 1996, Allan Fritsche wrote:

>
> Gang, I have saved all the Litz wire dialog in a personal folder, I guess my
> question is can you still buy it?
>
> Thanks
> Your Friend Al
> fritsche@msn.com

There was one individual selling full rolls of Litz wire at the fall
HossTrader's fall hamfest. At a price of \$5.00, I just had to buy it.

Hal K4GFI/7 halwaite@netcom.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: AviDov@aol.com
Subject: misc 4 sale or swap
Message-ID: <960713002533_236719825@emout09.mail.aol.com>

Hickock#538A Tube Checker ; 2C39 adapter for tv-7/u tube tester
;PP-2685/grc-109,a.c.ps.;DM-35,dynamotor-12v.for bc-604 & bc-684;
Bc-939B(hallicrafter);MX-605A/UPM-4A Video Adapter;TG-5 Telegraph Set;
WTB: FT-501 Btty adapters for BC-611(scr-536);TH-37 Rec.Elements-300 ohms;
ANB-MC-1 Mikes,Mil headset "Y" cords and other vintage accessories.Would like
to
conclude any deals by end of july if possible.

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Andy Wallace <wallace@mc.com>
Subject: Re: More on tube ratings
Message-ID: <9607122223.AA00845@training6>

----- Begin Included Message -----

From: mjsilva@ix.netcom.com (michael silva)
Subject: More on tube ratings

It
is possible to stay within the average plate dissipation and still
exceed the maximum average cathode current. Does anybody know what the
consequences of such excess are, beyond "it's bad, don't do it"?

----- End Included Message -----

How about "we don't do it because CB linears do it?"

Running and ducking

--Andy
wallace@mc.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Scott Robinson <spr@earthlink.net>
Subject: Re: More on tube ratings
Message-ID: <31E708A2.5B21@earthlink.net>

Andy Wallace wrote:

>
> ----- Begin Included Message -----
>
> From: mjsilva@ix.netcom.com (michael silva)
> Subject: More on tube ratings
>
> It
> is possible to stay within the average plate dissipation and still
> exceed the maximum average cathode current. Does anybody know what the
> consequences of such excess are, beyond "it's bad, don't do it"?

Folks,

Regards,

Can anyone sell me a copy of the operating instruction and schematic portions of the manual for a Heath IB-2A impedance bridge? Of course, I am also willing to buy a complete original manual.

<<<<<<<<<< T00 many projects, N0T enough time! >>>>>>>>>>>

Gary H. Harmon, Jr., K5JWK gharmon@txdirect.net
6302 Robin Forest K5JWK@K3WGF.EL09TN.#SAT.TX.USA.NOAM
San Antonio, TX 78239 (210) 657-1549

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: Terry Dobler KJ7F <kj7f@micron.net>
Subject: Re:ON THE BEACH
Message-ID: <2.2.16.19960712185203.27f7d31c@micron.net>

Gang,

In the book they first surface near Los Angeles but don't go near the city. They come to about 2 miles off shore and follow the coast up to San Francisco but observe it from about 5 miles away. They continue up the coast to Cape Flattery on the Washington coast. Then down the Straits of Juan de Fuca and into the Puget Sound. They went to Edmonds, Wa and Seattle and one crew member jumps ship at Edmonds. After the officer went ashore and found the key being activated by a Coke bottle and a blind they continue north towards Alaska. Be interesting to hear what they did differently in the movie. They always find a way to destroy the book when they film it!

Terry KJ7F

kj7f@micron.net <http://netnow.micron.net/~kj7f>

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Bob Rolfness <rsrolfne@atnet.net>
Subject: OS-8B/U & RTTY
Message-ID: <31E80F94.682E@atnet.net>

Dear BA people.

Found in my father's stuff a OS-8B/U scope. No book, but it seems complete.

Also a AN/SGC-1 Radio Teletype Terminal Set. (Also on label is TT-40/SGC-1)

Any offers or questions, please email direct.

73 Bob W7VZX

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: wj5j@juno.com (John D Hensley)
Subject: Question: What ref's/doc's are available on WW2 Navy gear?
Message-ID: <19960713.003039.15655.1.wj5j@juno.com>

Good morning boatanchorites,

Having stumped the panel with my question on VLF services, I fear I may wound the bear with a second puzzler but here goes: What, if any, references are there for WW2 Navy - Merchant Marine equipment? Assuming that there is no Jane's Book of Navy Gear, are there any sources for what was used by the sub-marine service, fleet radio rooms, etc.??

I have retrieved the lists from list-proc related to WW2 nomenclature, etc. and digging for isolated references. Does anyone else on this list have an interest in Navy gear? Respond direct when you have some time.

73, Doug

*****WJ5J/NNN0BXX*****
WTB: National AN/WRR-2/A or AN/FRR-19 or AN/R274D
(Also have gear to trade for above.)
WTF: National rack spkr, frame, x-cal & nbfm module
Need: Potentiometer trim ring for SR-150.
***** wj5j @ juno.com *****

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: w5tvw@juno.com (Sandy Blaize)
Subject: Re: Question: What ref's/doc's are available on WW2 Navy gear?
Message-ID: <19960713.010302.8095.0.W5TVW@juno.com>

VLF dates waaaaaay back to the very early days of radio or "wireless"! There is a friend of mine who was a Radioman on subs (fleet boats) during WW2. It was EXTREMELY rare to use a transmitter! A lot of the blind traffic was sent on VLF as well as various HF frequencies. This guy relates that radio Pearl could be heard on VLF at periscope depths most of the time, when the HF was useless. I remember about 20 years ago that CW stations were fairly common down there. Lots of interesting press and plain text stuff being broadcast. Also lots of crypto. Back during the spark and arc transmitter days 143 khz. was used as a long range calling frequency by ships. This was worked mostly with 2 kw. or better Poulson

arc transmitters. What's rather funny is how the arc was struck and the alcohol dripped into the chamber to enable oscillation to take place properly. Those rigs were keyed in a rather strange fashion. One scheme was actually an FSK

keying method. The transmitter would deliver power to the antenna all the time the arc was struck and the frequency "shifted" with keying. Another method used a "Back shunt" or actually switching the transmitter output from the antenna to a tuned dummy load! ARC was generally used below 200 Khz., and in the medium wave band (400-500 khz.) spark was used, as arc didn't work as well at those higher frequencies. Now the 400-525 Khz maritime band is almost a relic. Sad, because CW is still the simplest and best communication method for ships where the operators do not speak the same language! SSB

telephony was and still is the poorest method of communication due not to unreliability of the gear, but differences in languages and accents. You don't have an "accent" problem on CW like you do on radiotelephone. Most communications now is via satellite terminal anyway using telex.

The VLF spectrum is very interesting, but there isn't the stuff there that used to be there in the past! Most of the Navy and Coast Guard types now don't know what a handkey is for. (Unless you happen upon an old salt RMC rating!

73,

Sandy Blaize, W5TVW

Boat Anchors collected, restored, modified, traded & used!

w5tvw@juno.com

417 Ridgewood Drive,

Metairie, LA., 70001.

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996

From: Scott Robinson <spr@earthlink.net>

Subject: Results of ignorance reduction

Message-ID: <31E7060A.6BE1@earthlink.net>

Folks,

At the request of several people, I'll summarize the tutorial I received.

PTO in a radio stands for Permeability Tuned Oscillator. This is the kind where a linkage of some kind slides the slugs in and out of the coils to vary the inductance rather than varying the capacitance. Advantages claimed are better stability and the ability to make a system that

gave frequency proportional to displacement of the slug.

Several persons also mentioned that if you own a tractor, the PTO is a Power Take Off. This I actually knew, and although I had not thought of John Deere twins in the same moment as, say, Heath twins, perhaps there's a similarity there. However, the Deere is MUCH heavier!

Thanks to all who responded. My ignorance has been reduced, generally a Good Thing.

Regards,

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: John Kolb <jlkolb@cts.com>
Subject: Re: Results of ignorance reduction
Message-ID: <Pine.SC0.3.91.960712200609.14167A-1000000@sd.cts.com>

On Fri, 12 Jul 1996, Scott Robinson wrote:

> PTO in a radio stands for Permeability Tuned
> Oscillator.

> capacitance. Advantages claimed are better
> stability and the ability to make a system that
> gave frequency proportional to displacement of the
> slug.

I should mention that capacitors can be built with the plates shaped in a fashion to give a linear freq change with rotation. I also remember reading somewhere that the slug tuned coils in PTOs have to have a variable pitch to the winding to end up with a equal freq change for each complete rotation of the shaft, so I don't see any great advantages there. A PTO is usually much more compact than an oscillator with a quality air variable cap.

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: "James P. Rybak" <jrybak@mesa5.Mesa.Colorado.EDU>
Subject: RIT Mod for Drake TR-4?
Message-ID: <Pine.SV4.3.91.960712162611.6737B-1000000@mesa5.mesa.colorado.edu>

Does anyone know of a reasonably straightforward mod for adding RIT to the Drake TR-4 or TR-4C?

Thanks.

Jim Rybak W0KSD

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: dma@IslandNet.com (Jan Skirrow)
Subject: Re: Selling via the 'net
Message-ID: <m0ufAsj-000VwkC@comm.amtsgi.bc.ca>

>Yes, I do the thing you referred to about the "rounds". Informing
>everyone of what the "top bid" is and giving them a second crack at it.
>That usually separates the serious from the speculators too! I sometimes
>am 'serious' about a "bid" and sometimes it's purely a speculation. You
>never know when you can get a \$100 item for \$20!
>Nothing ventured, nothing gained. I have to support my BA habit some
>way!
>73,
>Sandy Blaize, W5TVW

I really like this idea. I've always been very reluctant to bid, because either I'll offer way too much or way too little. The two stage approach gives me a chance to offer what I'd like to pay, and a further chance to decide how much I really want the piece. OTOH, as seller I've sometimes been so unsure of what was a fair price for something that I've wanted to take bids. I just completed a bid (as the seller) using a two stage approach (not BA stuff) and it worked well from my perspective and, I think, from the buyer's as well.

This all does require integrity on the sellers part of course, and I think a useful addition sometimes is to include a "reserve" price - just to give those interested an idea of what you think the thing is worth, and to make it easier to gracefully withdraw the item if the bids are too low.

Jan Skirrow, VE7DJX
dma@islandnet.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: STRANGE DYN0
Message-ID: <199607122243.PAA14753@dfw-ix2.ix.netcom.com>

Strange Dynamotor with markings:

N.P. 63982

DYNAMOTOR
P.T. NO. 63932

D.C. INPUT: 26.8V., 3 AMPS

| DC OUTPUT | AC OUTPUT |
|--------------|------------------|
| 138 V., .14A | 27V., 3PH. |
| AND | 400 C.P.S. |
| 310V., .03A | 10 V-A, 0.6 P.F. |

made by CONTINENTAL
ELECTRIC CO., INC.
Newark, N.J. U.S.A.

Anyone have a clue? Anyone need it?

73 Dave Stinson AB5S

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: aa4rm%amos@mathcs.emory.edu (AA4RM's)
Subject: Re: STRANGE DYNO
Message-ID: <9607131548.AA07895@amos>

That thing sounds like a critter to power the Collins automatic antenna tuner family (like the CU251) is smaller aircraft that didn't have 400hz AC. I've got a 'solid state dyno' that's a lot alike

Marty

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: Texas City hamfest report
Message-ID: <199607131535.KAA15784@ns.cyberhouse.com>

Just got back from the Texas City hamfest....met Ben Hall there so you can

probably expect his report soon.

I bought:

Viking II in fair condition cosmetically, original and complete except for 1 807 tube which I bought at another table for a buck. \$50.

Tek RM561A scope with both plug-ins, very clean and allegedly working, \$40.

Tek 310A scope, clean, sweep dies after warmup, \$10.

Heath Impedance Bridge, \$40...probably too much but I wanted one and have not seen many lately.

NOS in box Amperex 4x250B's, \$50 for a pair.

NOS in box 4-125's, 3 for \$5 each....don't have a particular need for these but could not pass up.

Military Relay tester, \$5, worth it for the parts at least but I'm hoping it is an RTTY Polar relay tester. This will be subject of a later post.

Noted in passing: National NC-125, cosmetically a 9+ for both panel and cabinet, one knob missing, replacement power xfmr unwired, s-meter removed but with new in box replacement, \$40.

Drake T4x, R4b, T4x, dirty but mostly complete \$30 each, sat for a while then all sold.

Drake T4x, R4C, matching spkr and power supply, excellent condition, \$350 for the set.

75A1 changed hands before official start of business, price unknown.

SP600...same one as sold in last November fest, sold, price unknown.

Hammarlund HQ-100, 9+ condition with original manual, "asking \$120 but make an offer", sold

Halli SX-43, fair condition, non original knobs, asking \$75.

KWM2, serial 27x, with 512F2 pwr supply in what appeared to be good condition, \$400, unsold.

Fair amount of computer stuff, etc.

73, Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: Texas City Hamfest Report
Message-ID: <31E7C72A.41A6@ghgcorp.com>

Hello everyone...

Just returned from the Texas City Hamfest and saw the following BA stuff (from memory)

Johnson Viking II, would clean up well, \$50
Halli SX-42?, okay, didn't get price
Collins R-388, very good shape, broken knob, \$350
Part of Drake 4 series stuff, dirty as can be, \$30 each
Collins 75A2, nice, didn't get price gone by 8:15am

Lots of Heathkit stuff, there was more stuff but I didn't write anything down.

I picked up a few connectors, a weak 811 tube for \$1 to display on my desk, a 50L6 for the S-38B, and "Now You're Talking" book. I had hoped to see more BA stuff, but oh well, it was only a 30 minute drive down the road. Got to meet fellow listmember Phil Mills (Hi Phil!) which was nice.

One pet peeve: I wish people would put prices on stuff.

73,
Ben
--

=====
+ Benjamin D. Hall, Houston Texas +
+ BDHall@GHGCorp.com BHall@GP802.JSC.NASA.gov +
=====

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Terry Gaiser <gaiser@lightspeed.net>
Subject: TR-4C SOLD
Message-ID: <31E750C1.4C71@bak2.lightspeed.net>

Rig has sold...Thank You,
Terry - N6UR

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: TS-1194AU Relay test set info needed
Message-ID: <199607131552.KAA15811@ns.cyberhouse.com>

This test set is something I picked up at the Texas City hamfest in hopes of it being a polar relay test set. It is rack mount, panel is about 6 inches high. The front panel is grey and has two meters, one is a 0-5 or 0-50 ac milliamps switchable, and the other is a zero center 10-0-10 dc milliamps. There is an octal socket on the panel for plugging in the relay to be tested. Can anyone tell me what I've got? Can anyone tell me where to get documentation?

thanks,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: TS-251/UP Test Set
Message-ID: <199607122232.PAA05532@dfw-ix7.ix.netcom.com>

I picked-up a neat looking WW-2 era test set at the Vegas flea last week. It's a TS-251/UP. Looks to be a loran signal generator of some kind. The seller seemed to think it was used with the APN-4, whatever that is.

It must have seen a lot of use, since it was last calibrated by the Navy in 1975 and was last inventoried in 1978. It's kinda neat in that it has a large, orange sticker on the top that says:

APPROVED FOR NUCLEAR SUBMAIRINE USE
This equipment and instrumentation

contains
NO MERCURY

Looks inside like it might be a an old loran test set.

Anyone got a clue?

73 DE Dave Stinson AB5S
arc5@ix.netcom.com

From boatanchors@theporch.com Sat Jul 13 00:54:48 1996
From: "Richard A. George" <wa6jox@rain.org>
Subject: tubes for sale
Message-ID: <Pine.SUN.3.94.960712204633.7336B-100000@coyote.rain.org>

I still have 2 boxes of tubes left that people wanted to buy but never came thru with the money or there address.
Box 1 contains 11ea 4-250 tube and 6ea 4-65 tubes.

Box 2 contains 30ea assorted large recving and or transmitting tubes.

I'm open for offers on either one or both of these boxes.

would like to trade for 4cx-250b's (or f's or r's), or sockets for 4cx-250's. In a pinch i will sell for cash. please e-mail direct
thanks dick

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: KWDouglas@aol.com
Subject: Unbuilt(!!!) Heathkits
Message-ID: <960713104708_236882787@emout09.mail.aol.com>

Gary N9ZSV wrote:

>It seems I'll have the pleasure of building another Heath Kit soon.
>I haven't done it for years. I got an unbuilt RF demodulator probe kit.
>I know it's no big deal but it sure brings back some good memories.

The same here. Part of a SB200, SB300, SB400 estate I bought at the Tulsa hamfest earlier this year included the receive converter kits for 6M & 2M, UNBUILT! I've been agonizing over whether to build them now (instant gratification) or to wait till I'm old(er) & gray(er) and have more time to savor the Heathkit ecstasy.

>And please no flames about preserving unbuilt kits. Heath Kits were
>meant to be used not to sit in a box forever.

Well said.

Kent, K9JCR
KWDouglas@aol.com

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: Terry Gaiser <gaiser@lightspeed.net>
Subject: Wanted: RCA CR-88 RX
Message-ID: <31E75262.768C@bak2.lightspeed.net>

On the lookout for a nice condition CR-88 or CR-88A receiver.

Thanks, Terry - N6UR

From boatanchors@theporch.com Sat Jul 13 17:37:10 1996
From: "F r6fqHo!ht" <75121.100@CompuServe.COM>
Subject: Whatisit????
Message-ID: <960713111816_75121.100_FHI39-3@CompuServe.COM>

Can the collective wisdom identify an old BA? Can it be identified with minimal
description???

I saw an old radio the other day in a garage that had been spray painted over
the front panel and to make matters worse, all the plates or identifying tags or
marks have been removed. Therefore no switch or knob has an ID. The only
thing I can tell you is that the unit is about 10" high, about 12" wide and
about 18" deep. All approximates! The front panel has 2 windows, about 2 or
3 inches wide and is wider at the top than at the bottom, one left of center
towards the top and one right of center towards the top. Below each window are
hand crank knobs, one for each window. That is all there is for ID.

Come on you guys and gals. Look at those pictures and give me a clue as to
which book I look for.

Anxious in Hawaii, Ray